

# BookletChart™

## Tampa Bay and St. Joseph Sound

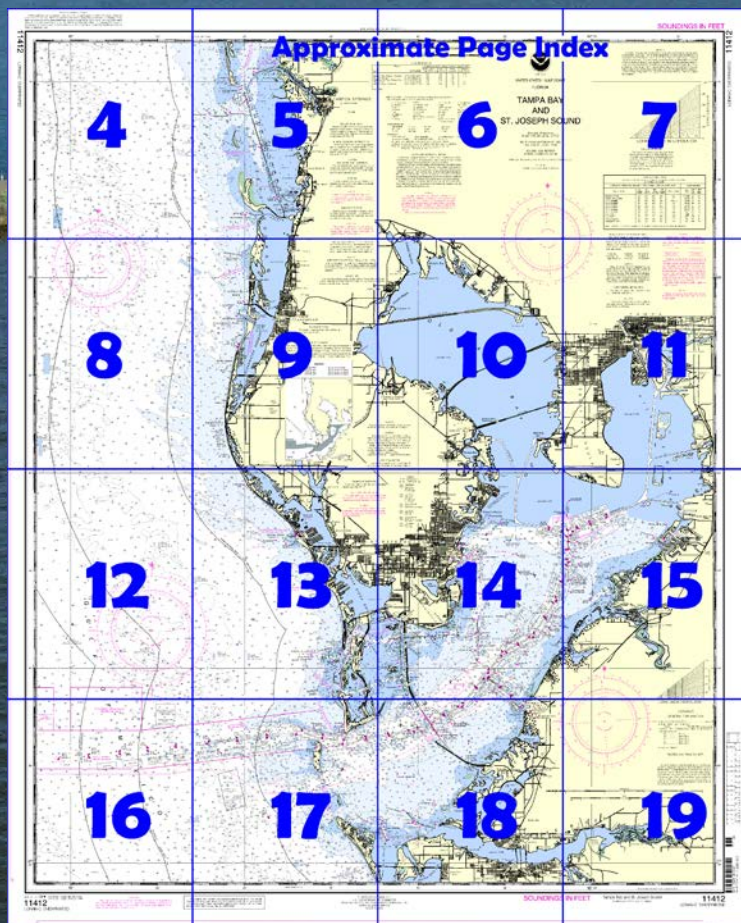
NOAA Chart 11412



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11412>



**[Coast Pilot 5, Chapter 9 excerpts].**  
**Vessels should approach the harbor through the Tampa Safety Fairway.**  
The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.  
**Required Reports to the CVTS.**—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

**Anchorages.**—Vessels with good ground tackle should anchor in the Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel. An emergency anchorage is S of

Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet.

Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1** and **110.193**, chapter 2, for limits and regulations.)

**Dangers.**—Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal**, which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

**Safety zones** have been established around vessels carrying anhydrous ammonia or liquefied petroleum gas when transiting or moored in Tampa Bay.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

**Currents.**—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

At a location 6.7 miles W of Egmont Key Light, the tidal current is rotary, turning clockwise, and has considerable daily inequality. The strengths of the greater floods and ebbs set N and S, respectively. Four days of current observations at this location during a period of moderate N winds indicated a resultant nontidal current of 0.4 knot setting S.

**Notice of Arrival Time.**—Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

A 2-hour minimum advanced notice of arrival or departure every Sunday is essential for vessels constrained by draft in Tampa Bay due to the arrival and departure of the cruise ship INSPIRATION. The Tampa Bay Vessel Traffic Advisory System (VTAS-Call Sign WHX 362), monitors VHF-FM channel 12.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225



# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## CLEARWATER PASS

The project depth is 8 feet. For controlling depths see chart 11411.

## JOHNS PASS ENTRANCE

The project depth is 10 feet. For controlling depths see chart 11411.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.55 MHz
Sarasota, FL	WWG-59	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.077" northward and 0.642" eastward to agree with this chart.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)   ○ (Approximate location)

## CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Mercator Projection  
Scale 1:80,000 at Lat. 27°50'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## TIDAL INFORMATION

PLACE  NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Egmont Key	(27°36'N/082°46'W)	2.2 feet	1.9 feet	0.4 feet
St. Petersburg	(27°48'N/082°57'W)	2.3	2.0	0.4
Davis Island	(27°55'N/082°27'W)	2.6	2.3	0.5
Clearwater	(27°57'N/082°48'W)	2.6	2.2	0.4
Anicote Key	(28°10'N/082°51'W)	3.0	2.8	0.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

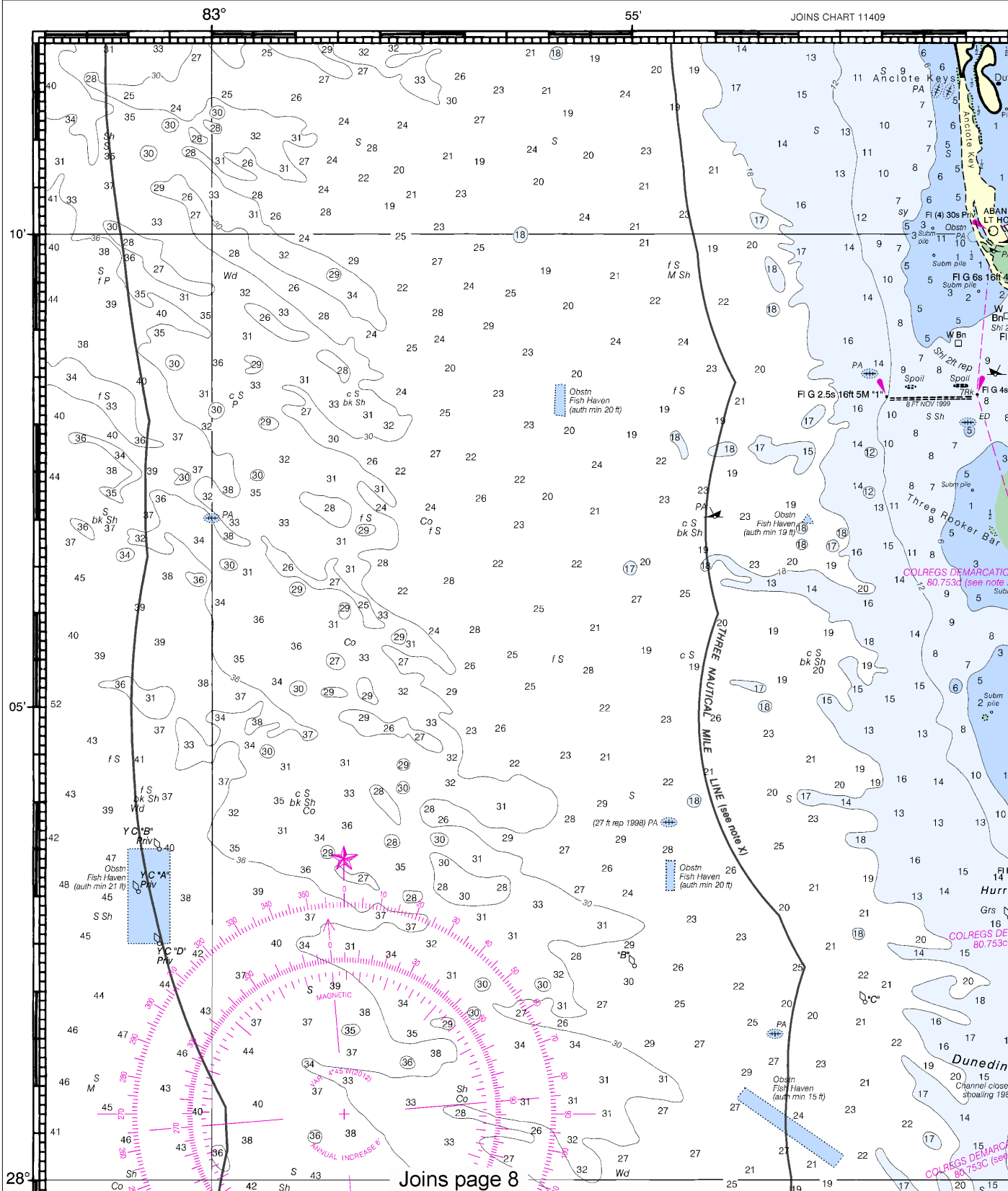
## TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012  
AND SURVEYS TO MAY 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW (FEET)
EGMONT CHANNEL	40.2	45.8	45.6	43.9	5-10	700-1000	3.9	45
MULLET KEY CHANNEL	43.7	43.5	44.1	44.6	5-10	600-900	2.9	43
CUT A CHANNEL	38.0	41.7	42.0	42.6	3-10	500-700	2.7	43
CUT B CHANNEL	41.7	42.1	43.0	41.9	5-10	500-700	3.4	43
CUT C CHANNEL	42.1	43.5	43.6	42.8	5-10	500-750	1.7	43
CUT D CHANNEL	42.6	42.2	42.0	42.1	5-10	500-650	2.1	43
CUT E CHANNEL	42.2	41.4	42.6	42.4	5-10	500-700	2.1	43
CUT F CHANNEL	41.1	42.4	42.2	42.1	2.3-10	500	1.6	43
EAST WIDNER	42.0	41.4	41.2	42.4	2.3-10	0-2880	0.4	43
WEST WIDNER	32.9	34.2	34.8	35.0	2.3-10	0-970	0.25	34
CUT G CHANNEL	33.3	33.5	33.8	30.1	2.5-10	400	2.7	34
GADSDEN PT. CUT	42.0	43.0	44.0	41.0	2-10; 5-12	500	3.05	43

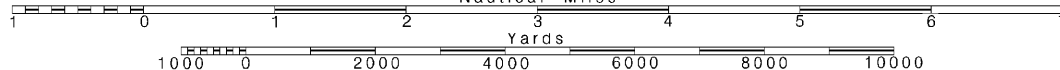
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

11412



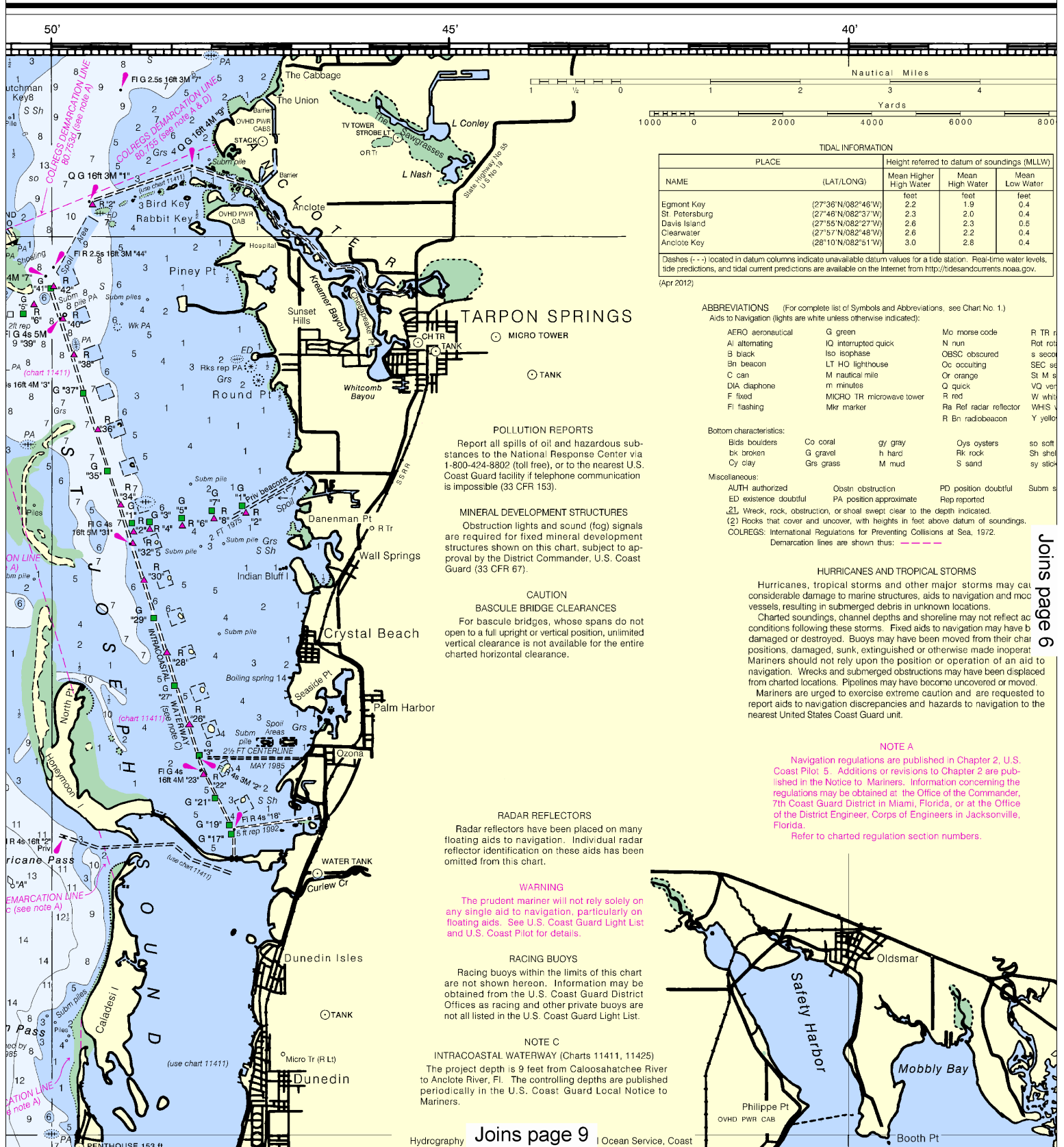
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

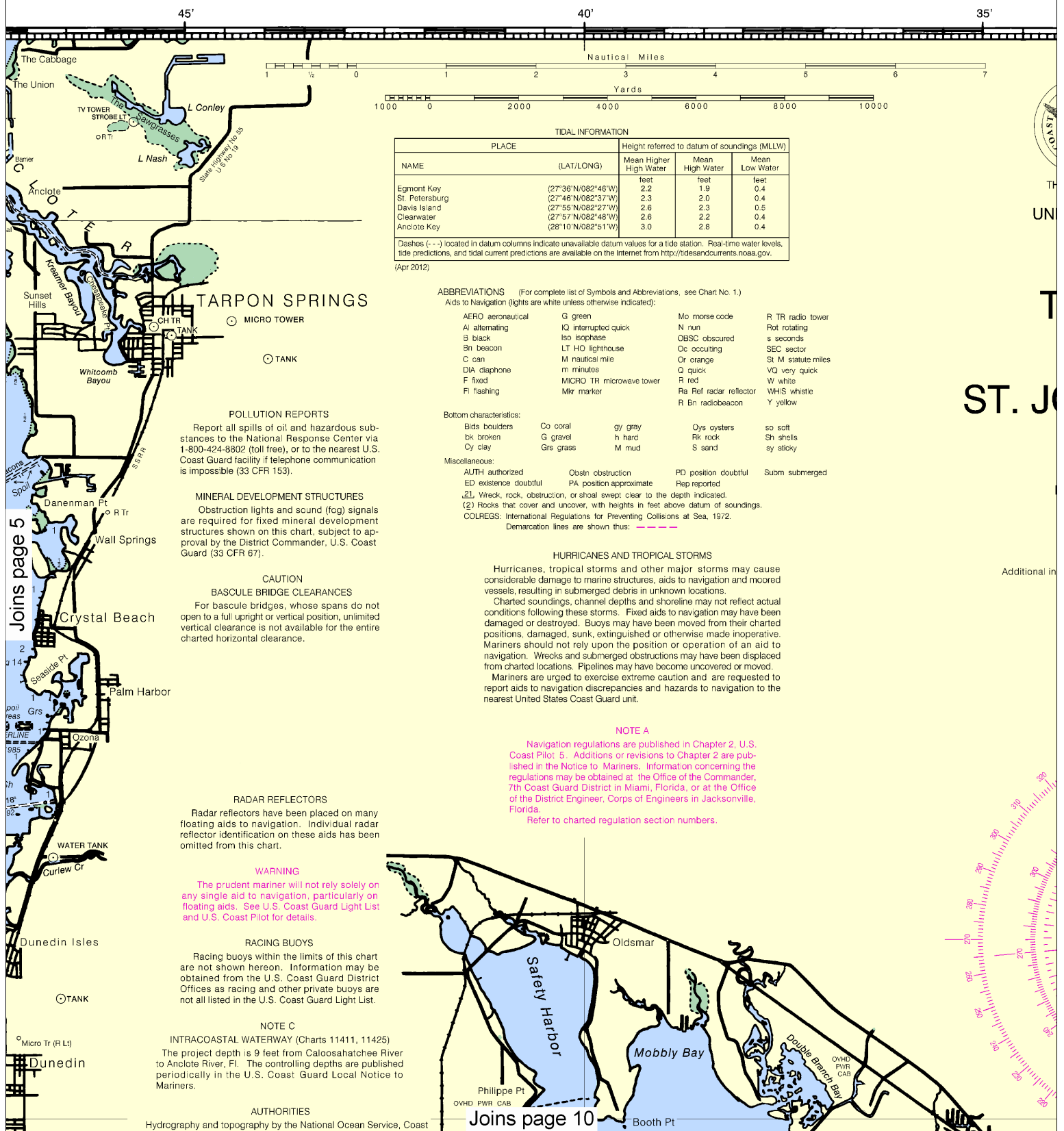
4



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





# SOUNDINGS IN FEET

11412



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

## TAMPA BAY AND JOSEPH SOUND

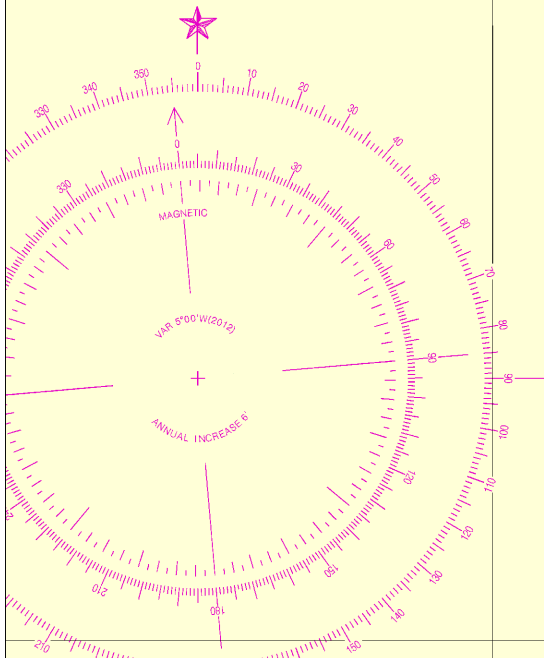
Mercator Projection  
Scale 1:80,000 at Lat. 27°50'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.



### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.077" northward and 0.642" eastward to agree with this chart.

TAMPA BAY CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012 AND SURVEYS TO MAY 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
EGMONT CHANNEL	40.2	45.8	45.8	43.9	5-10	700-1000	3.9
MULLET KEY CHANNEL	43.7	43.5	44.1	44.6	5-10	600-900	2.9
CUT A CHANNEL	38.0	41.7	42.0	42.6	3-10	500-700	2.7
CUT B CHANNEL	41.7	42.1	43.0	41.9	5-10	500-700	3.4
CUT C CHANNEL	42.1	43.5	43.8	42.8	5-10	500-750	1.7
CUT D CHANNEL	42.6	42.2	42.0	42.1	5-10	500-650	2.1
CUT E CHANNEL	42.2	41.4	42.6	42.4	5-10	500-700	2.1
CUT F CHANNEL	41.1	42.4	42.2	42.1	2,3-10	500	1.6
EAST WIDNER	42.0	41.4	41.2	42.4	2,3-10	0.2880	0.4
WEST WIDNER	32.9	34.2	34.8	35.0	2,3-10	0.970	0.25
CUT G CHANNEL	39.3	39.5	39.8	30.1	2,5-10	400	2.7
GADSDEN PT. CUT	42.0	43.0	44.0	41.0	2-10; 5-12	500	3.05

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.55 MHz
Sarasota, FL	WWG-59	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Envir. See U.S. Coast of EPA offices. [

Joins page 11 of

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

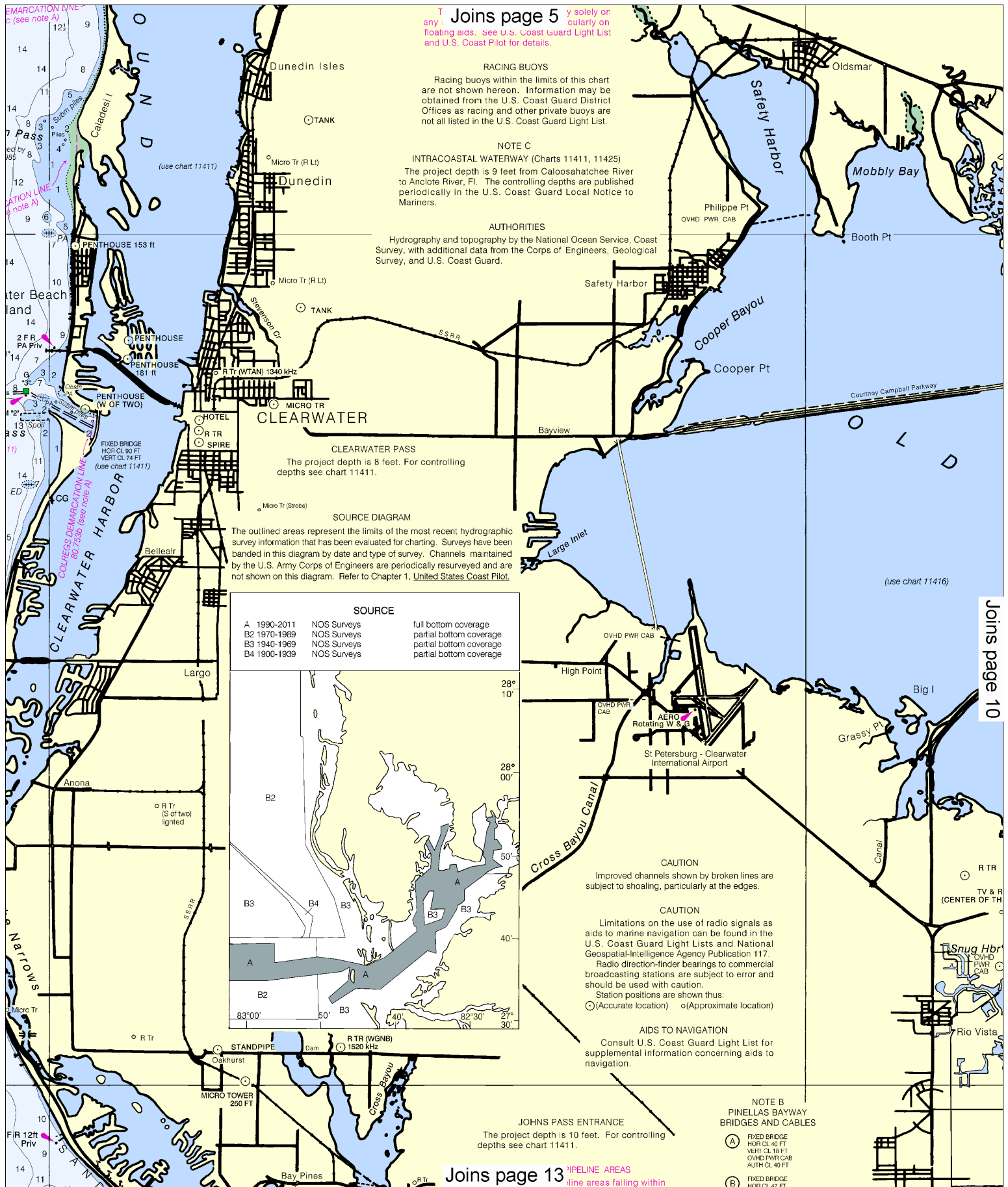
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.







Join page 5  
y solely on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

#### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

#### NOTE C

INTRACOASTAL WATERWAY (Charts 11411, 11425)  
The project depth is 9 feet from Caloosahatchee River to Anclote River, Fl. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### CLEARWATER PASS

The project depth is 8 feet. For controlling depths see chart 11411.

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A 1990-2011	NOS Surveys	full bottom coverage
B2 1970-1969	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### NOTE B PINELLAS BAYWAY BRIDGES AND CABLES

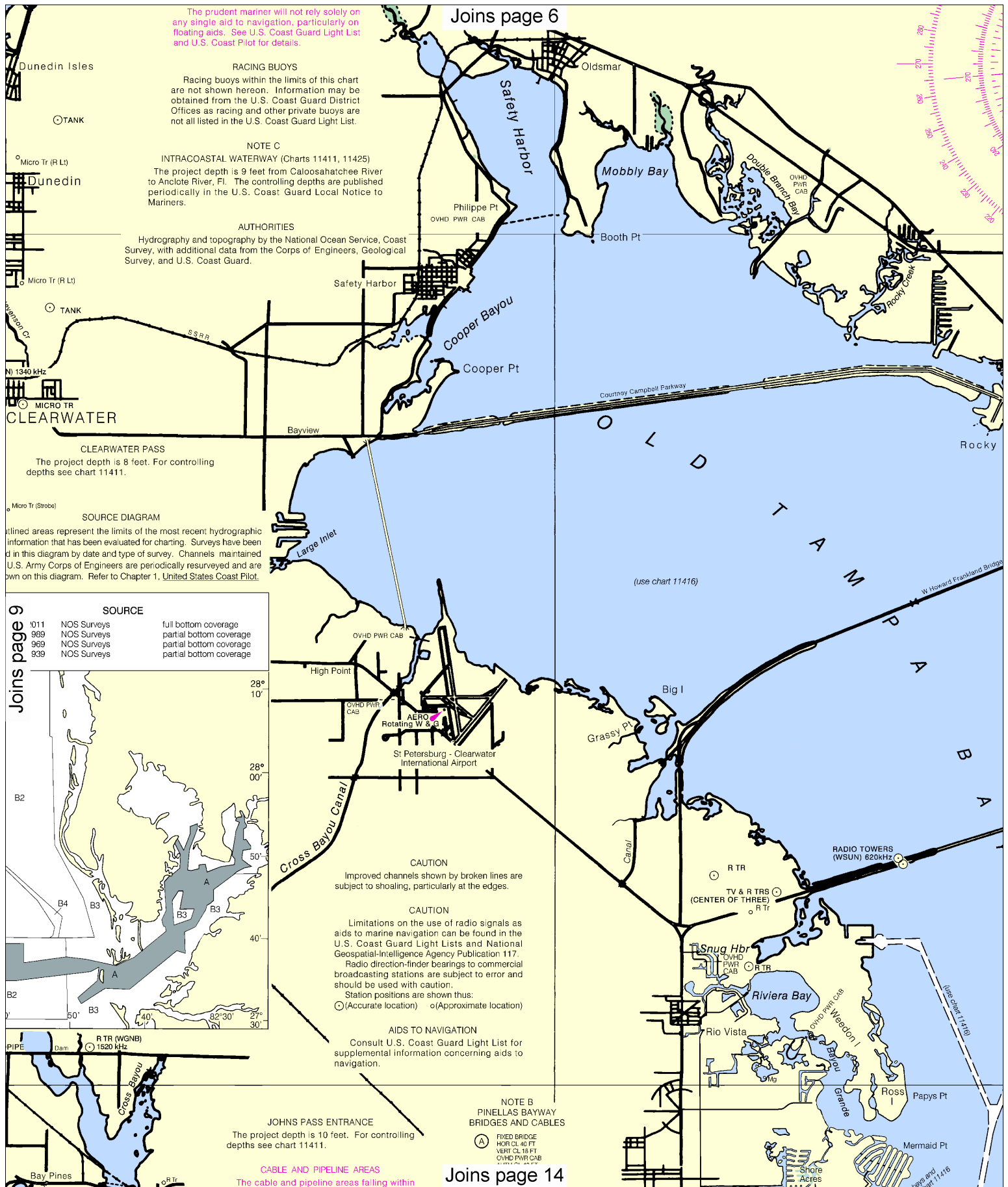
- (A) FIXED BRIDGE  
HOR CL 40 FT  
VERT CL 16 FT  
OVHD PWR CAB  
AUTH CL 40 FT
- (B) FIXED BRIDGE  
HOR CL 47 FT

#### JOHNS PASS ENTRANCE

The project depth is 10 feet. For controlling depths see chart 11411.

Join page 13  
Pipeline Areas  
line areas falling within

Join page 10



## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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Sarasota, FL	WWG-59	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

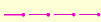
## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

## SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area



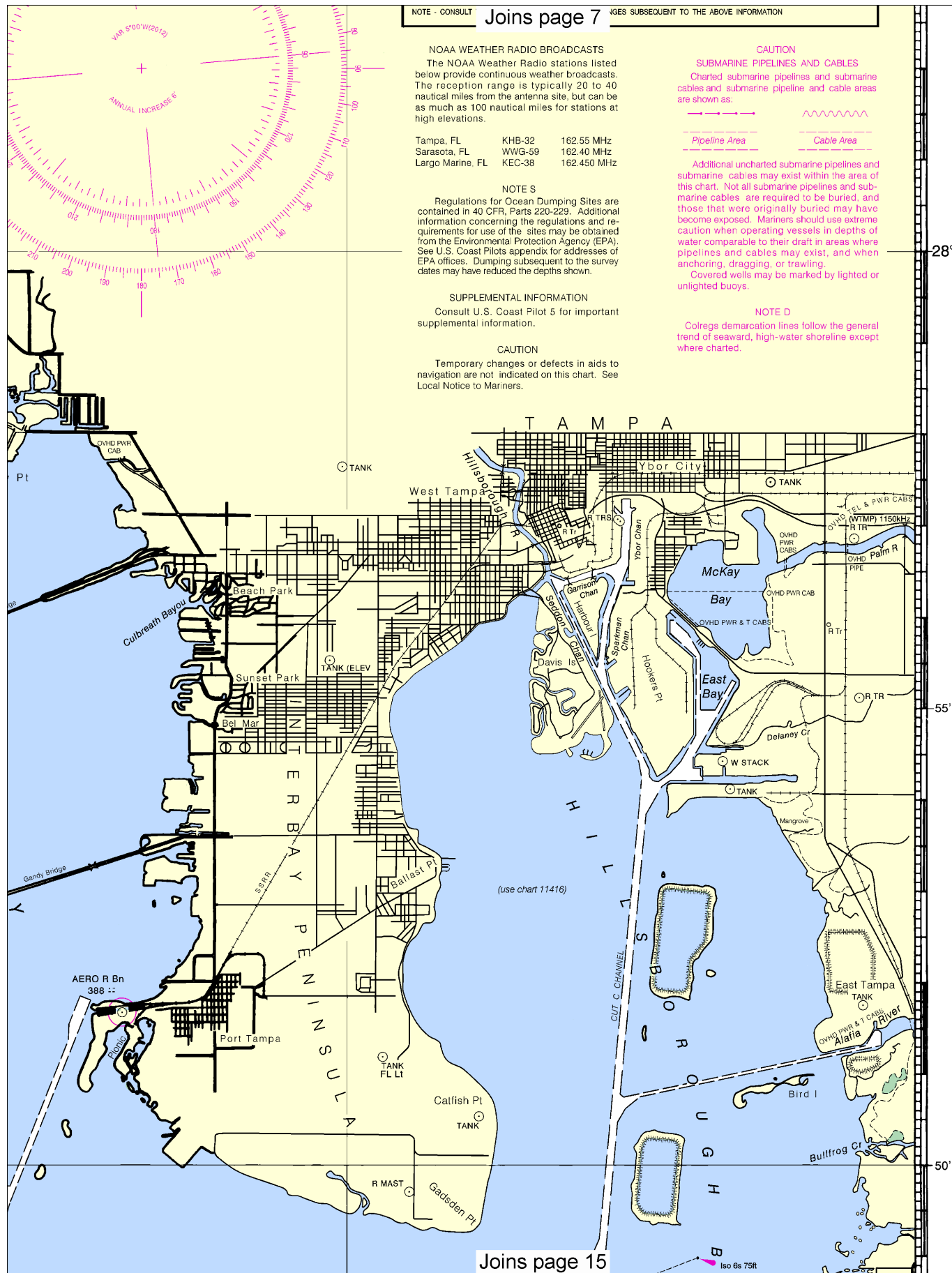
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE D

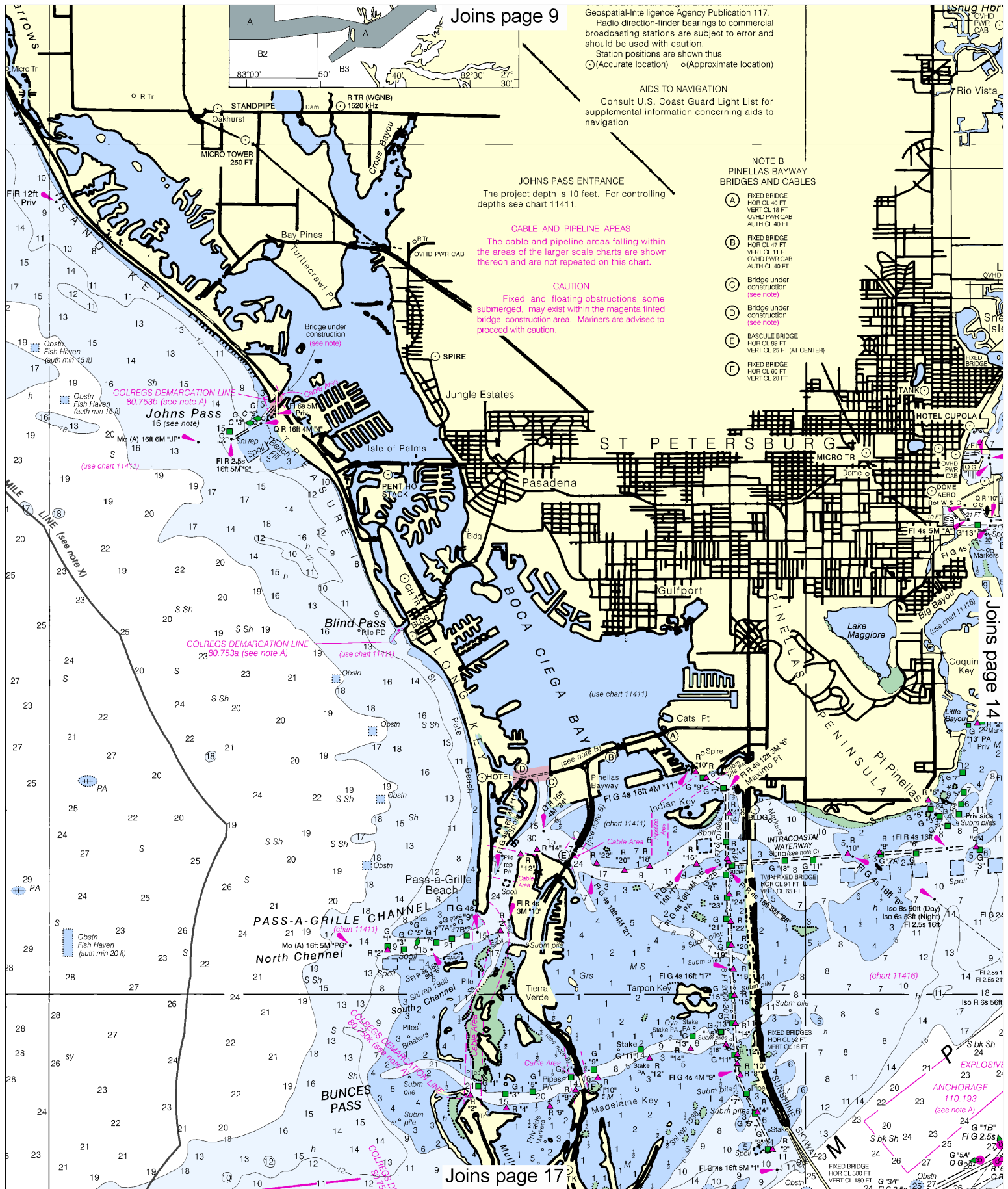
Colregs demarcation lines follow the general trend of seaward, high-water shoreline except where charted.

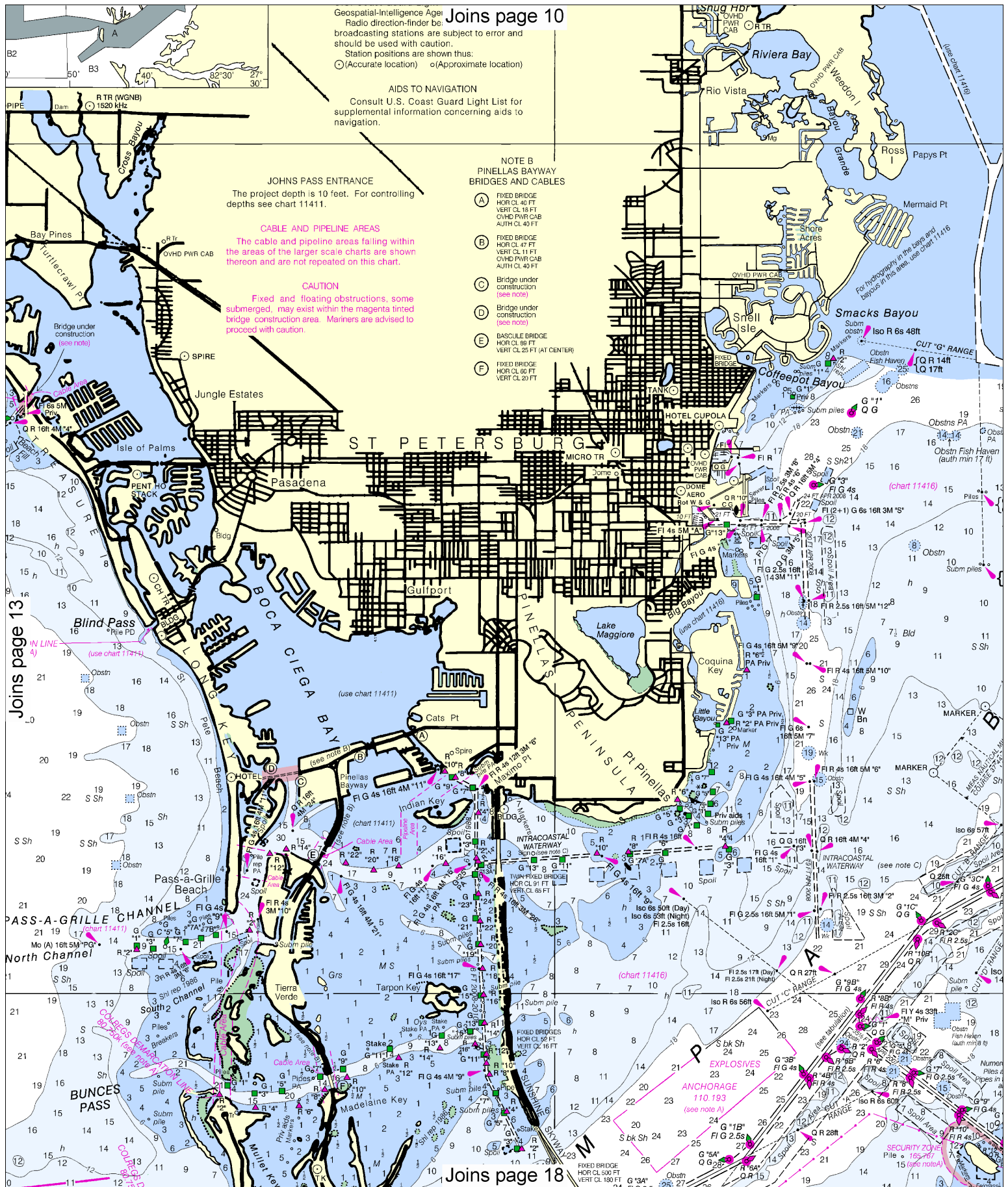


Joins page 15



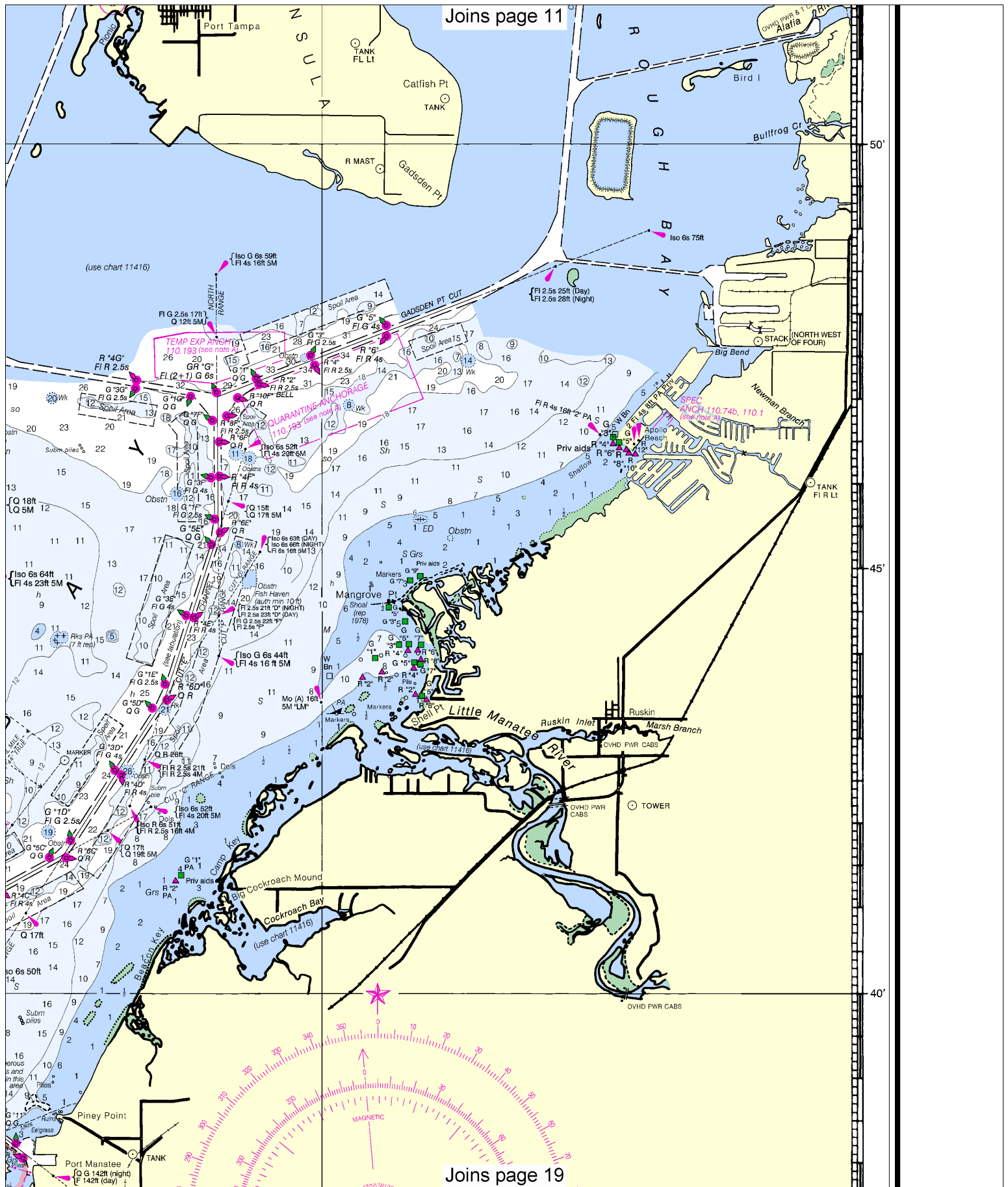


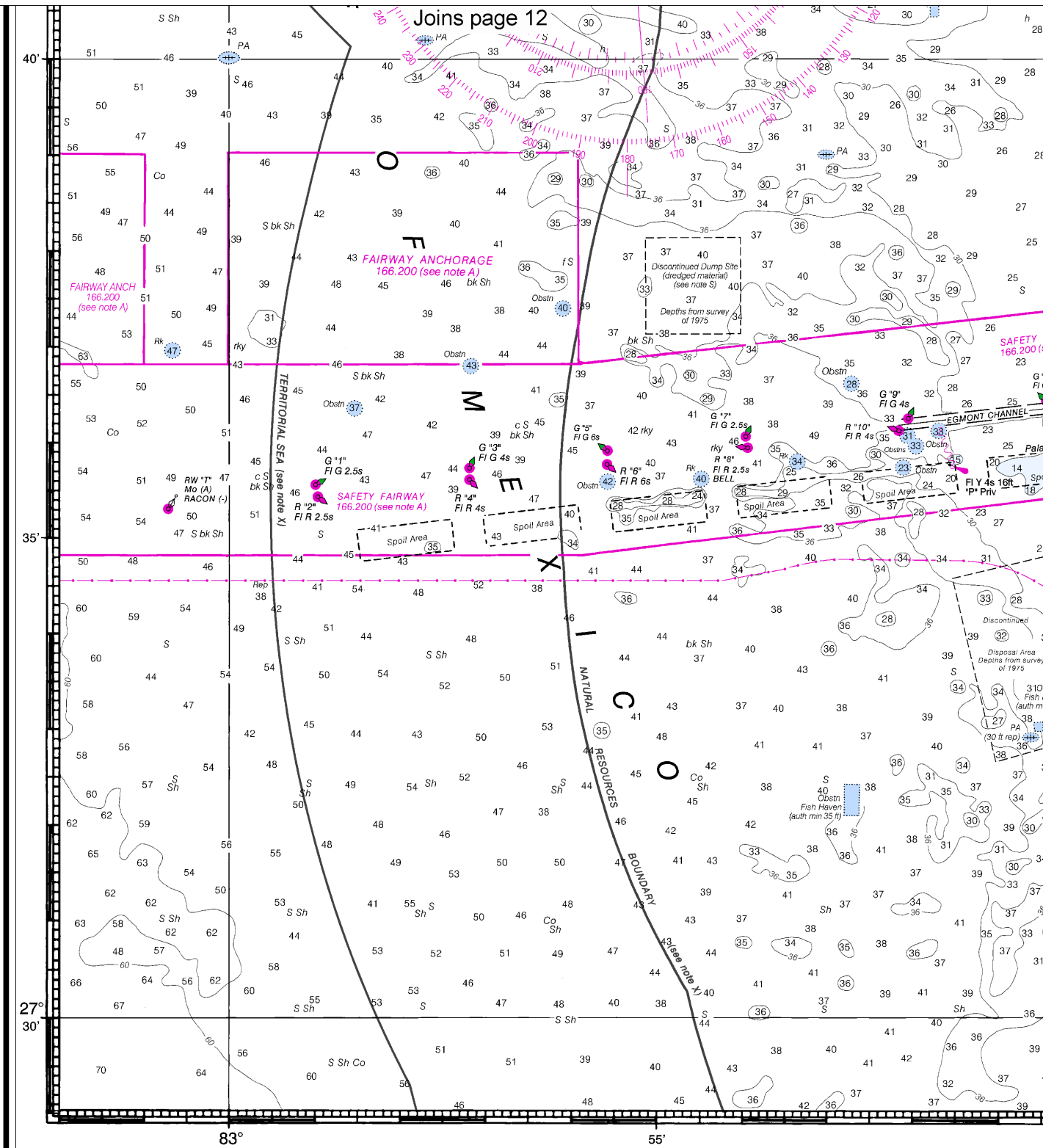




Note: Chart grid lines are aligned with true north.







45th Ed., Apr. /12 ■ Corrected through NM Apr. 28/12  
Corrected through LNM Apr. 24/12

**11412**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safety. The U.S. Coast Guard and the U.S. Navy encourage users to submit corrections, improving this chart to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.

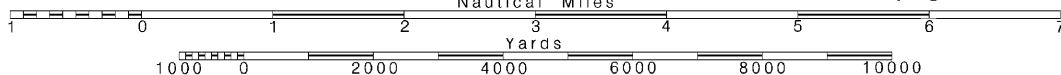
**16**

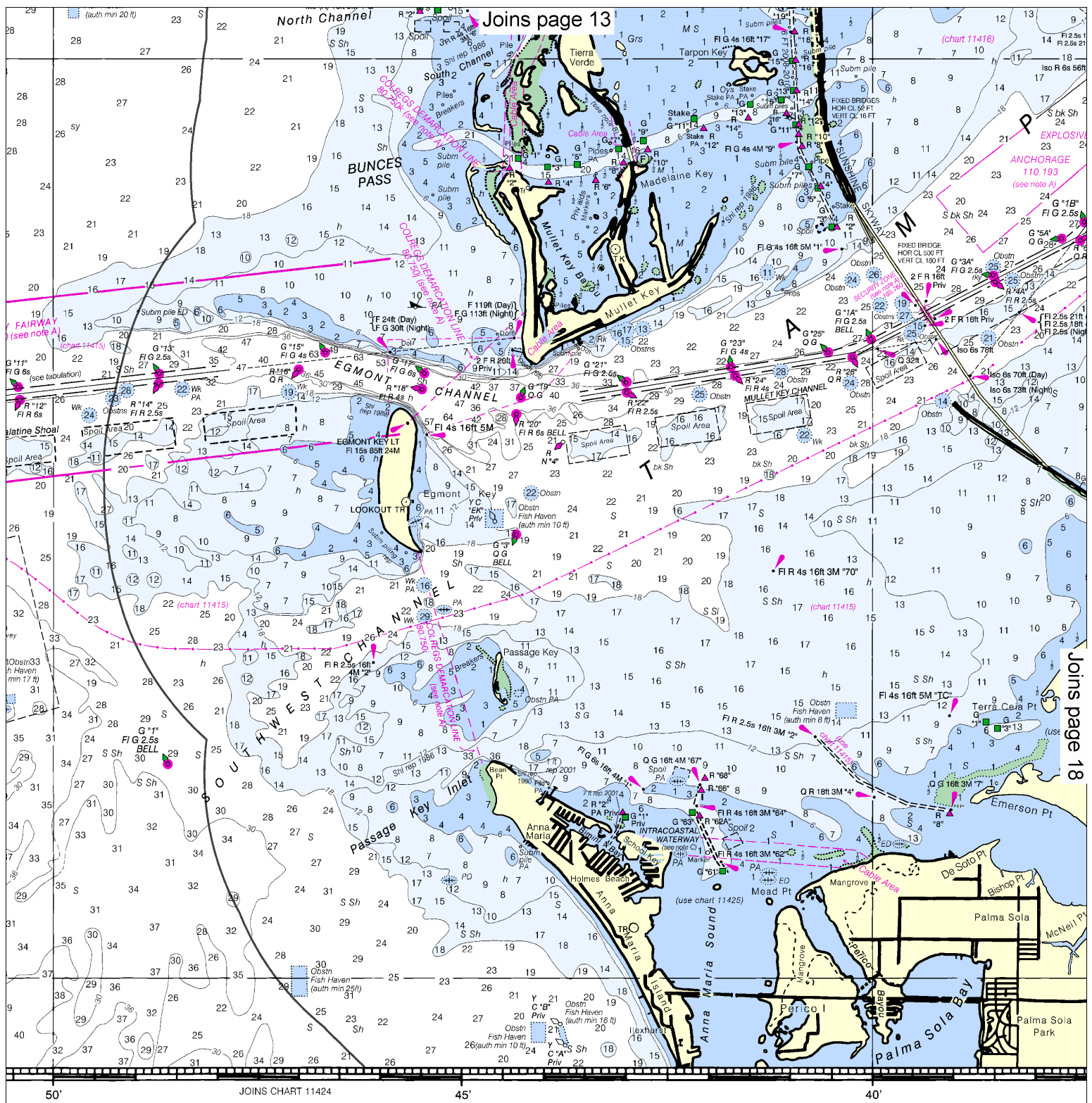
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



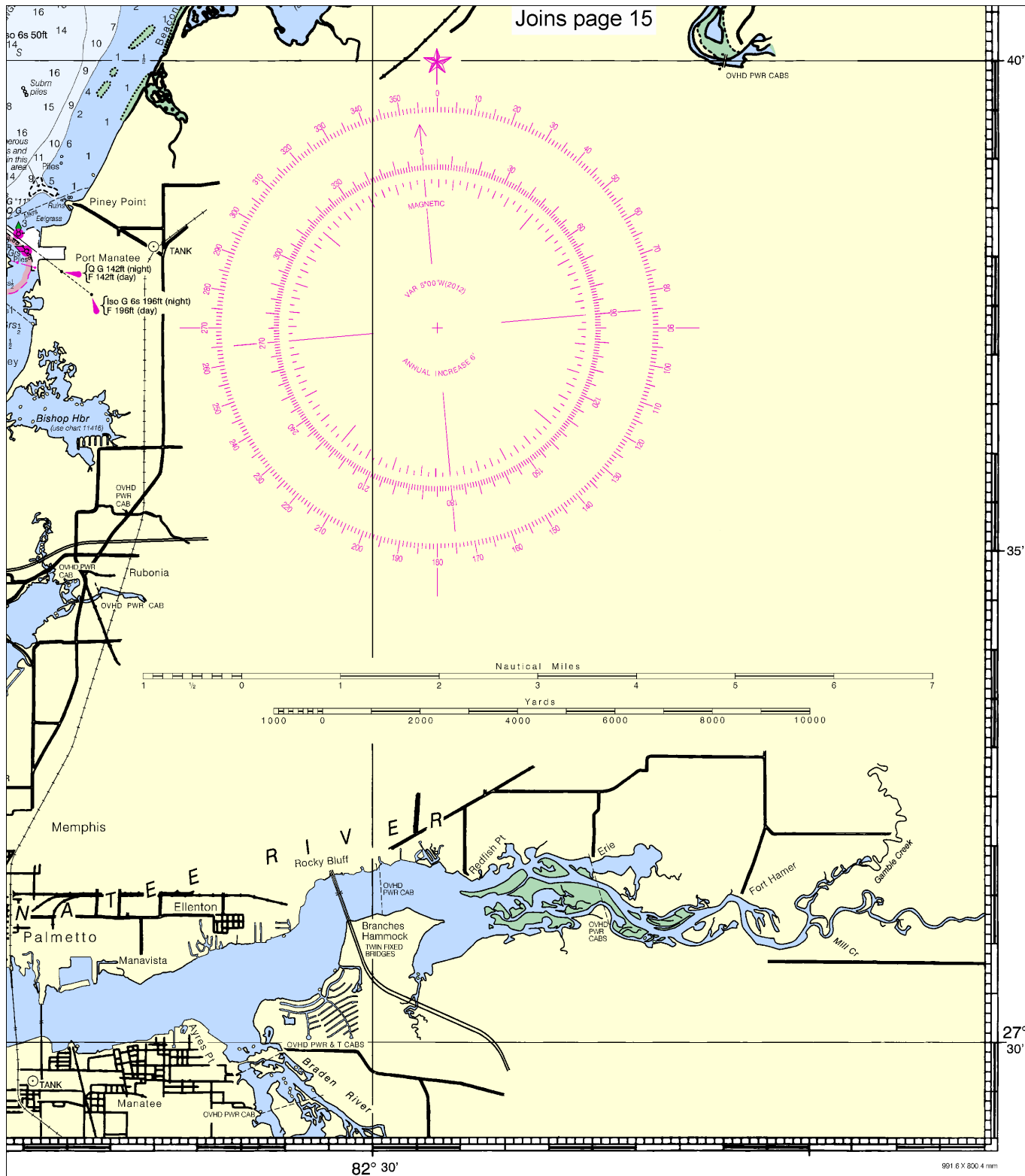


safe navigation. The National  
s. additions, or comments for  
ion (N/CS2), National Ocean

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

ED. NO. 45

NSN 7642014010142  
NGA REFERENCE NO. 117AH11412

SOUNDINGS IN FEET

Tampa Bay and St. Joseph Sound  
SOUNDINGS IN FEET - SCALE 1:80,000

11412



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
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NOAA's Office of Coast Survey



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